

Please replace the paragraph beginning at page 4, line 28, with the following rewritten paragraph:

R2 --Control module VA receives signals from actuator 10, specifically from measuring devices 10a, 10b and 10c, the signals representing the wheel braking pressure in left front wheel PRVL, in right front wheel PRVR as well as the pressure in high-pressure accumulator PHSVA of the front axle actuator. The corresponding notation applies to control module HA which receives the corresponding variables of actuator 12 (see measuring devices 12a to 12c). Via output lines, control module VA activates hydraulic pump HP to charge the hydraulic accumulator of the front axle brake module, as well as the inlet and outlet valves of the right and the left front wheel brakes (EVVL, EVVR, AVVL, AVVR). Similarly, control module HA controls hydraulic pump HP of rear axle actuator 12 as well as the inlet and outlet valves of rear wheel brakes EVHL, EVHR, AVHL and AVHR. Actuator 10 is operated within the first electrical power circuit and actuator 12 is operated within the second electrical power circuit.--.

Please replace the paragraph beginning at page 7, line 5, with the following rewritten paragraph:

Q3 --Figure 4 shows a preferred embodiment of actuator 20. In this case also, a reservoir 200 is provided from which hydraulic pump HP delivers pressure medium via a non-return valve RV. The pump builds up pressure in brake line 202. Brake line 202 is connected to the wheel brakes of the right and left front wheel, respectively, via inlet valves EVVR and EVVL, which are closed when de-energized. Braking pressure PRVR and PRVL, respectively, is detected in the area of these front wheel brakes. Shut-off valve TVPS isolates brake line 202 from a redundant branch 204. It is closed when de-energized. The second branch has a hydraulic accumulator HS, sensor PHSVA for the pressure in the hydraulic accumulator, and two redundant inlet valves EV2VR and EV2VL, which are connected hydraulically to the above-described inlet valves which are connected in parallel. These valves are also closed when de-energized. While the first-mentioned inlet valves as well as the shut-off valve are controlled by control module VA and thus supplied from the first power circuit, the redundant inlet valves are controlled by control module HA and thus supplied with power from second power circuit E2. Both branches are combined in one wheel brake line each for each wheel brake. Return lines branch off from these wheel brake lines, the return lines leading back to reservoir 200 via outlet valves AVVR and AVVL, which are open